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## BIRTHS.

At Poochow, on the 1st October, the wife of CHARLES S. MOORE, of a son. [2041]

On the 24th June, 1900, at the British Legation, Peking, during the siege, the wife of JOHN M. MOORE, of a son.

At Shanghai, on the 1st October, 1900, the wife of J. D. DE LA TOUCHE, Imperial Maritime Customs, of a son.

On the 7th October, at 136, Bubbly Wall Road, Shanghai, the wife of A. S. P. WHITE-COOPER, of a son.

## MARRIAGE.

On the 5th October, at H.B.M. Consulate, Shanghai, and afterwards at the Union Church, by the Rev. C. E. DAWSON, M.A., ERNEST JOHN NEWMAN, third son of W. T. NEWMAN, of Snaresbrook, Essex, to BEATRICE MIRIAM, eldest daughter of the late THOMAS JEFFREY, of Battle, Sussex, England.

## The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 12th, 1907

It was a very real complaint which Dr. HARTIGAN put forward at the meeting of the Sanitary Board yesterday afternoon, and it is certainly a question requiring an answer what is the precise locus standi of the Board in this Colony. In the matter of the selection of Inspector's quarters at Kennedytown, the facts of the case, briefly stated, are these. A sub-committee was appointed by the Sanitary Board to report on the erection of new quarters for the Inspector. The committee recommended the erection of a two-storey building to the north or north-west of Inland Lot 1,082, fronting the sea, adding that to do this it would be necessary to reclaim a small area of the foreshore. This they reported after searching the neighbourhood and failing to see any site which they thought would cost less. As to the comparative cost, they have the support of the Acting Director of Public Works, who told them that the outlay on the reclamation would not be a large one, and indeed actually recommended the proposed site. But on submitting their recommendation to the Government, the Board received a reply from the Colonial Secretary, stating that "the Government considers the site selected by the sub-committee for the erection of new quarters for the Inspector at Kennedytown to be most

undesirable." The reasons given are, firstly, the expense, and, secondly, the fact that the proposed site is in close proximity to the permanent Plague Hospital, and still closer to the site on which the Tung Wa Hospital authorities are going to build another plague hospital. On the question of expense, the Board has the Acting D. P. W. on its side. As to the erection of a new plague hospital by the Tung Wa Hospital, Dr. HARTIGAN's question as to the position of the Sanitary Board is admirably pertinent. If such matters as the locations of new hospitals of all sorts, are beyond the Board's province, what is its object in meeting? What locus standi, in fact, has it in this Colony?

During the 24 hours ending at noon yesterday there were reported one fresh case and one death from plague.

At the regular meeting of Ararat Lodge of R.A.M.'s held on the 10th inst. Bro. G. J. W. King was elected W. C. N., Bro. T. A. Wheel treasurer, and Bro. J. Maxwell warden.

The repairs to the steamer Canton rendered necessary by the damage she sustained in the typhoon have almost been completed, and the vessel will leave the Kowloon Dock in the course of a tide or so.

A Chinaman was observed stealing away from a new building on Praya East on Wednesday night with a plank in his possession. He was captured and handed over to Constable Ritchie. Yesterday he was sentenced to three weeks' hard labour.

The *Halina*, which arrived yesterday from Poochow, Amoy and Swatow, reported seeing H.M.S. *Lizard* at Poochow, H.M.S. *Isis*, an U.S. gunboat, and two Japanese cruisers at Amoy, and the German *Bussard* at Swatow, which the *Halina* left on the 10th.

A poisonous snake was killed by a Goorkha in a field behind the camp at Shanghai last week. It was a specimen of the *daboia elegans* (Russell's Viper), and its bite is one of the most rapidly fatal to man and the lower animals. A suggestion is made that this viper came from India in the fodder brought for the use of the horses, but the species is said not to be rare in Mid-China.

At the Magistracy yesterday afternoon Pui Sang and Chan Luk, an old woman and a Cantonese soldier, were charged on remand with having, on August 25th, unlawfully brought one Wong Luk, a girl of 18 years of age, into the colony for an immoral purpose. On the girl going into the box she admitted going with the male defendant of her own free will and said she had no objection to being a prostitute. She was also willing to go to Singapore. This being the case the defendants were discharged.

At a meeting of the shareholders of S. C. Farnham & Co., Ltd., at Shanghai on the 5th inst., the two following resolutions were carried unanimously:—"That as soon as the sale of the Company's property and business to such new Company has been completed, the present Company be wound up voluntarily," and "That the Board of this Company be and they are hereby appointed liquidators for the purpose of such winding up, with power to divide the assets of the Company among the contributors in specie."

The *Japan Gazette* reports that the N.Y.K. chartered steamer *Toyo-maru*, 1,968 tons, which left Oginohama for Yokohama on the 22nd ult., ran ashore off Yawata promontory, Awa province, at 11 o'clock on the morning of the 23rd ult. She sustained damage to her bows. The passengers and crew were safely landed at Katsura. The news of the disaster having been telegraphed to the Yokohama office, the N.Y.K. steamer *Kumamoto-maru* left at 10 o'clock on Monday morning, the 24th ult., for the scene of the disaster to give assistance. A great deal of cargo in the forehold has been damaged by water. The ship had two cabin and 56 storage passengers.

At the Harbour Office yesterday afternoon, before Mr. Basil Taylor, Ho Tsai, master of the steam launch *Aeneas*, was charged on the information of Sergeant Burchall with failing to observe the rules of the road. Sergeant Burchall said that at 10.30 a.m. on the 9th inst. he left Douglas Wharf to go towards Tsai Tsai Wharf. When close to the chequered buoy marking the western end of the man-of-war anchorage he saw the defendant's launch on the port bow going east. About two minutes later the defendant's launch passed so close across his bows that the police launch had to be stopped. The defendant then eased down and apparently began to look about for something. After a minute or two he went towards Wan-chai. The defendant made no attempt to keep out of his way.—A fine of \$5, or 14 days, was imposed.

Mr. John Mills, a Sanitary Inspector residing at No. 90, Hollywood Road, has a dog which has attracted the attention of a neighbour—Tam Kau, a draper, of 37, Peel Street. Not being able to come by the dog honestly the dog appears to have resorted to crooked means, and yesterday Mr. Mills charged him with stealing the dog, which is valued at \$25. Mr. Mills said that at about nine o'clock on Wednesday night he heard a noise proceeding from the dog's kennel. He went down and saw the man getting hold of the dog and trying to pull it away. The man ran off. He followed and caught him. The defendant was the man.—The defendant denied the theft and called witnesses as to his respectability.—His Worship sentenced him to 14 days. He subsequently granted a re-hearing, when the sentence was conferred.

H.M.S. *Redpole* arrived at Amoy from this port on the 4th inst. and left next day for Shanghai. The three German torpedo-boats, which passed through here recently, left Amoy with the troopship *Gera* on the 4th.

Shanghai is sending the following team to represent her in the interport cricket match v. Kobe.—Potter, F. W.; Walsh, J. R.; Clark, H. J.; Turnbull, W. J.; Lanning, A. E.; Sheldon, B. P.; Wicks, A. J.; King, H. S.; Stewart, A. E.; Bloom, E. T. J.; Other, A. N.; and Fairbridge, R. C., captain.

The disabled China Mutual steamer *Yangtze*, which, as already reported, went ashore at the Nicobar Islands, will be towed by a Dutch gunboat to Salang Bay, says the *S. F. Press* of the 1st instant. From Salang the *Yangtze* may be towed to Singapore by the *Teekhai*, a vessel of the same line due at that harbour shortly, or by the local steam-tug *Mercury*.

The latest report as to the progress of the Uganda Railway shows that the plate-laying has now been carried to the four hundred and first mile, and that the line was open for traffic as far as the Kikuyu Mountain, which is about the three hundred and sixty-second mile from the coast. The total length of the railway, which was begun in December, 1895, is 560 miles, and there are therefore 160 miles of rails yet to be laid.

Cool is not yet dear enough in Europe, and will not probably be dear enough for the next quarter of a century, says *The Iron Age*, to make its carriage profitable to vessels which cannot anywhere secure return cargoes. What shall be imported to furnish such cargoes? There is reason to believe that within the next few years a considerable and sustained increase will take place in the coal exports of the United States, but it cannot be immediate, nor is it likely for some time to figure prominently in our international trade balance.

The demand for money in connection with the South African war and the disturbances in China, says a home trade review, is nothing of the great activity in most branches of trade, is still tending to lower the price of investment and speculative shares. The most important factor in this connection is undoubtedly the political outlook, more particularly in view of the difficulties which will arise from the present condition of affairs at Peking. Until the danger of international conflicts arising therefrom is completely avoided, the money market will remain disturbed, and the outlook for greater activity in the Stock Exchange and the improved values of securities will probably become worse.

Whisky and brandy are the two latest products of Western civilization which the Japanese are taking up, states *The British Trade Journal* for September. "It has generally been supposed these commodities were imported solely for consumption by Europeans and Americans. Now, however, as we are advised by our Japanese agents, one of the largest Japanese joint stock companies is in search of agencies for the leading brands. The company referred to finds that the sale of whisky and brandy in Japan has considerably increased recently on account of some classes of Japanese having gradually cultivated a taste for high-class beverages, and they are confident that the demand will increase as time goes on." The quality required for the market is by no means inferior, the poorer classes of spirits being at present abundantly produced in Japan itself. What are wanted from Europe, adds the *Journal*, are thoroughly well-matured and wholesome spirits.

The *British Trade Journal* for September gives a capital lithographed portrait of Mr. T. R. Shervinton, the consulting engineer in England to the Japanese Government, on his recent retirement from the Japanese service, and appends the following appreciative notice: Among those who have rendered much valuable assistance in the development of Japan are the engineers who have had charge of the Japanese Railways, and brought them to their present high standard. The skill and experience of English engineers have been more especially relied upon by the Japanese Government. Mr. Shervinton's official position in the Japanese service was first that of principal engineer to the Government Railways in Japan, and latterly consulting engineer in England to the Department of Communications. How greatly the Japanese authorities esteemed Mr. Shervinton and the great ability and foresight with which he carried out his duties, was recently shown when, on his retirement from the Japanese service, the Emperor of Japan conferred upon him the Imperial Order of the Sacred Treasure of the Rising Sun.

An order for a portable Asbestos House for the use of the Commander-in-Chief of the Allied Forces, Field Marshal Count Waldersee, during the campaign in China, has been given by the German Government to the Calson Asbestos and Rubber Works. The house is in sections, which are packed in a number of cases; everything is so arranged that the building can, with the greatest ease and speed, be fixed up and taken down for erection elsewhere as required. The building contains seven large and comfortable furnished rooms for the use of the Count, his adjutant and servants. The material used is an invention of the Calson Asbestos and Rubber Works, to which the name of Asbestos Plate has been given. It is absolutely fire and waterproof, as hard as slate, and yet capable of being nailed or planed like wood shingles. It also possesses the advantage of extraordinary lightness, and being an equally good insulating material against heat as against cold, constitutes an almost ideal material for light buildings, being specially suitable for tropical countries. The order was accepted for completion and shipment in a fortnight and has been duly erected.

The trial trip of the new river steamer *Tung-tung*, which has been built by Messrs. Boyd & Co. for the C. N. S. Co., to run between Hankow and Teahang, passed off successfully at Shanghai on Saturday last.

It is expected that owing to the rapid falling of the water in the Yangtze, H. M. ships *Daphne* and *Marathon* will change places, the former going to Hankow and the latter to Wuhu.

Experimental gardens are to be introduced in the Malay Federated States, and a substantial vote has been provided for them in the estimates. Mr. S. Arden, of Kow Gardens, has been engaged to superintend them, and he has broken his journey on the way out in order to acquire in Colombo and up-country an extended knowledge of the methods employed in the cultivation of Para rubber on the island of Ceylon.

Some sensation was caused in the Boer camp at Ceylon on the 17th ult. by the report that two prisoners, one a Frenchman and the other a Spaniard, had made good their escape. On the previous day the camp was the scene of a row between a Frenchman and a Boer. It was over a trivial matter, but the Frenchman killed the Boer, and coolly told the military officer in charge that he had done so.

A recent Washington despatch says that the Secretary of the Treasury has decided that certain spirits known as "cordials," "ligneras," "arnick," "absinthe," etc., which under the Commercial Treaty with France, signed May 13th, 1898, are admitted into the States at a reduction in the Customs duty from \$2.25 per proof gallon to \$1.75, are not entitled to the same, or any privilege under the Treaties recently negotiated with Portugal, Germany and Italy. It is probable that the new treaties will have to be negotiated, which will put the other countries on the same footing with France.

The P. & T. Times fears that an overland postal service to Tientsin will hardly be possible this winter, as the fate of matter passing through any part of the interior in its present unsettled condition would be problematical, and wonders whether any provision is being made by the various postal services to meet this contingency. "Our winter service by rail from Shanghaiwan may not be working," it continues, "and if it is not, it will mean perhaps being several weeks without any papers or letters at all. The majority of the military now here, not having spent a winter in North China before, will find it difficult to realize the enormous difference which the freezing of the river and the closing of the port makes, and we believe they will make very effort to entail some service of mails from Chetoo or Weihaiwei if they realize the inconvenience which the non-receipt of letters and despatches will entail. We would remind them that in times of peace, and when the Chinese courier service has been at its best, we have been during the winter months three weeks and more without a single letter or newspaper."

An amendment in the Indian Merchant Shipping Act which has just been introduced to the Singapore Legislative Council is of considerable interest to foreign shipmasters visiting the ports of the Straits Settlements. It has been drafted at the suggestion of the Secretary of State with a view to remove certain inconveniences to which foreign shipmasters are subject. Under the Indian Act as it now stands they are obliged to make their engagements with all lascars and native seamen before a Shipping Master, i.e. before the Master-Attendant or Harbour Master. In some cases by the law of the country to which the ship belongs the master is obliged to make all such engagements before the Consular representative of that country at the port where the seamen are engaged. He is thus obliged to make his agreements with his crew twice over before different authorities. The intention of the amendment is to release the foreign shipmasters from such an obligation, whenever by the law of the country to which the crew belongs provision is made for a satisfactory contract being entered into before the Consular Officer; or whenever the Governor is otherwise satisfied that the shipmaster is effectively bound to restore the seaman to the colony at the expiration of his engagement.

The scheme affecting the pay, status, and promotion of engineer officers of the navy has at last been promulgated, but it is not satisfying to that branch of the service, says the *Naval and Military Record*. There is not a word about giving engineer officers executive control over their own men, while the whole scheme is a mere re-adjustment of pay on lines that do justice to the few at the expense of the many. An attempt is made to settle the question of charge pay, and although any settlement is better than the present fluctuating process, the changes bring no profit to the chiefs and limited satisfaction to the juniors. Unquestionably it is an advantage to have the charge pay fixed on a definite basis, but it is felt that having regard to the new sliding scale of pay and the altered basis of charge pay, the successors of officers' holding comfortable appointments will not be so well off as the present holders. The scheme, too, loses sight of the fact that rapidity of promotion has reached its high-water mark, and while many engineer officers not yet promoted to chief, may attain the higher ranks, they cannot obtain the pay now available to officers under 50 unless they serve beyond that age. The engineer as soon as he has passed out of the rank of assistant will now get his 10s. a day, will reach 12s. after eight years' service in that rank, instead of after nine years as hitherto, while better consideration is shown for the senior. At the same time, naval engineers will regard it as a scheme which introduces conditions they never asked for and ignores considerations which they regarded as of primary importance.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 10th October, 8.15 p.m.

## PROTEST AGAINST VIOLATION OF CHINESE TERRITORY.

The Taotai here has protested against the violation of Chinese territory by the French volunteers while practising the defence scheme last Monday morning.

## YUAN SHIKAI ALARMED AT POSSIBLE GERMAN ACTION.

The friendly Viceroy has also protested against a violation of Shantung by the Allied troops; but as there are no Allies in Shantung, it is probable that Yuan Shikai is alarmed about future German action.

LONDON, 10th October, 7.55 p.m.

## 500 AMERICANS TO WINTER AT PEKING.

General Chaffee reports that he has completed arrangements for wintering 500 American troops at Peking.

## NO DECREASE IN BRITISH AND GERMAN TROOPS.

There is no sign of a decrease in the German and English forces at Peking, and General Chaffee estimates that there will be 1,700 Allies in the city at the end of October.

## THE WAR IN SOUTH AFRICA.

LONDON, 10th October, 7.55 p.m.

## GEN. BULLER GOES SOUTH.

General Buller has left Lydenburg for the south, the soldiers giving him an impressive farewell.

## GENERAL NEWS.

LONDON, 10th October, 7.55 p.m.

## HARVEST FAILURE IN SIBERIA.

It is announced that the harvest has failed in many districts of Siberia.

## REUTERS'S SERVICE.

## THE ELECTIONS.

334 Unionists, 107 Liberals, and 82 Nationalists have been returned to date. The Unionists have gained Burton and the Liberals Torquay and High-Park.

## THE MILITIA TO BE DISEMPOWERED.

An Army Order disembodies the bulk of the Militia.

## SOUTH AFRICA.

The Boers have entered Ficksburg, Wepener, and Rensville, and a large British force is endeavouring to surround them.

## THE COLONIAL CONTINGENTS.

It is stated that the Queen will receive a representative contingent of 5,000 Colonial troops at the end of November, when Lord Roberts will be present.

## THE CABINET.

The *Daily Telegraph* states that the Members of the Cabinet have formally submitted their resignations to Lord Salisbury, to facilitate any contemplated reconstruction.

## THE CRISIS IN CHINA.

## LOCAL MOVEMENTS.

The French transport *Pelle* left early yesterday for Taku, while the French cruiser *Chasteloup Laubert* left the same morning for Saigon. The transport *Urdan* left yesterday for Taku.

## THE TROUBLE IN KWANGTUNG.

The latest report from Samchen is to the effect that everything is quiet.

## NEWS FROM GERMANY.

A cable to *Der Ostasiatische Lloyd*, dated Berlin, 5th October, states:—

The promise which the Emperor of China, Kwang Hui, has given to H. M. the Kaiser, to punish the instigators of the rebellion in North China, is—

As we are assured from an absolutely reliable source—considered a useful base for future peace negotiations.

The political atmosphere is beginning to clear up; united action of the Powers confronting China seems absolutely assured, since President McKinley has now also formally consented to the punishment of the instigators of the Peking crimes.

France too has sent a circular note to the various Governments which is practically identical with the German note.

## EVENTS AT TIENTSIN.

The Peking and Tientsin Times records the arrival at Tientsin on the 20th ult. of Count von Waldersee. He was received by a strong guard of honour from all the forces there, detachment of the German Landwehr, the 20th French Infantry Regiment, Russian Infantry, and Japanese Infantry being ranged on the French Band; and Italian Infantry, Italian Marines, Australian Marines, 20th Punjab Native Infantry, French Infantry, Americans, and Germans on the opposite side of the river lining the road from the bridge to the Station. All the regimental bands were present, and each played a few bars as the Commander-in-Chief approached the Consular body. The German community, and many other civilians being present, Count von Waldersee drove direct to the German Consulate, the German Landwehr forming an imposing guard of honour. In the evening the band gave a torchlight concert outside the Commander-in-Chief's quarters.

Gen. Sir A. Gaselee, K.C.B., arrived from Peking on the 25th ult. and left for Weihaiwei the same afternoon. The sale of loot by British troops in the streets of the British Settlement has been most strictly prohibited. The British Authorities are commencing to purchase timber for the construction of winter quarters for the troops.

Owing to the Russians having occupied Lutai, the Tongshan works have been deserted by the Cantonese and looted by the mob.

The full Hongkong Regiment are now here, with their band, says our northern contemporary, and they will doubtless bear a share in our entertainment during the winter.

## CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 10th October.

TROUBLE AT WUCHOW AND WAICHOW. News has reached Canton that there have been local disturbances in Wuchow and Waichow. The Magistrate of Waichow sent an urgent telegram to the Viceroy here, asking for the immediate despatch of a large body of troops to suppress the rioting.

MORE FRENCH ASSISTANCE TO THE OFFICIALS. There were also anti-Christian riots in Chung Luk, Tung Kun, and Ka Hing Chow, five mission houses in the latter place being looted and destroyed. A French gunboat has gone to the scene of disturbances to co-operate with the Chinese officials in suppressing it. It seems strange that at the present epoch, when military forces are quite necessary for the suppression of local risings, the military never can agree with the civil mandarins, and whatever order the latter give the former always refuse to carry out; so it was by an arrangement for co-operation made between the Viceroy Tak and the French Consul M. Hardoin that the French gunboat was despatched to co-operate with the Chinese officials. As the *Avantur* has done such good work in Shen Kai it is to be hoped that the *Argus* will follow her example.

THE REFORMERS THREATENING. A few days ago one of the Consuls received a letter signed by a few "Reformers," saying that they will shortly start a rebellion in Canton, and that it would be better as a precaution for all Consuls and other foreigners to clear out of Shansien.

NEW TAOTAI FOR SWATOW. The Taotai of Swatow being degraded and removed from his post on account of his anti-foreign policy, which had caused disturbances there, the Superintendent of the Canton *Leiki* Bureau is appointed in his stead. A few days before his departure for Swatow he made official calls upon the Consuls in Shansien, and reiterated his assurances of friendly feeling to them, declaring that he would do his best to take care of the interests of the foreign residents and to protect the missionaries there.

## MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 11th October.

THE GOVERNOR'S BIRTHDAY. The city will be on fête on the 20th inst., the occasion being the birthday of the Governor H.E. Senhor Horla Costa. The preliminary arrangements for carrying out a demonstration on a large scale are being managed by a strong Committee, and the hearty manner the idea has been received with and the unstinted support pecuniary and otherwise, made and promised from all classes, is a safe augury of the success which will follow. The spacious ball rooms of the Club have been kindly placed at the disposal of the Committee, and in one of them a banquet will be given in His Excellency's honour. A public subscription has been started to meet the necessary expenses, which will remain open till the 15th inst. Already the list contains several hundreds of names, and applicants by the score are almost daily registering their contributions towards the cost of the day's celebrations. Arrangements are also being projected for a grand ball to be given in the Club rooms on the evening of the 20th, at which His Excellency and suite will attend. This function will take the place of the one it was proposed to hold on the occasion of His Excellency's arrival at Macao, a proposal which at that time received unlimited support, and was only dropped until a more convenient time. There are to be a number of other attractions, and a day of pleasure, sport and pastime by the colonists, will be a certain indication of the respect and esteem in which His Excellency is held by the people of Macao.

BAD WEATHER. We are having some nasty weather just now, and for the past fortnight have experienced much wind and rain, which have made things rather dull. However, unpleasant the rain has been, the coolness of the atmosphere has been an agreeable relief to the excessive heat we had to pass through just now.

A GOVERNMENT PRESS. The Government is going to have its own printing press, and the necessary machines arrived a few days ago. They will be fixed up on the ground floor of Government House.



## HONGKONG SANITARY BOARD.

Yesterday afternoon a meeting of the Hongkong Sanitary Board was held. The President (the Hon. R. D. Ormsby, Director of Public Works) occupied the chair, and there were also present Dr. Bell (Acting Principal Civil Medical Officer), Major Brown, Mr. J. McKie, Dr. Hartigan, Mr. E. Osborne, Mr. F. Clark (Medical Officer of Health), Mr. Fung Wa Chuen, Mr. Chan A. Fook, and Mr. G. A. Woodcock (Secretary).

**ANTI-PLAGUE SERUM.**  
Reports on anti-plague serum and minutes by Dr. Lawson and Dr. Clark thereon were submitted.

Dr. BELL said they had some of this serum at the Hospital and had some ever since it was manufactured, probably they had enough to inoculate 1,000 people, and a lot had been sent to Japan at the request of the Japanese Government. Personally he was not in favour of getting any more. He did not think the fact of serum being any use was quite settled. Here it did not take. It was a perfect nuisance. He would not take it himself and none of the other staff would take it. He did not think it was worth while getting any more. If anybody expressed a desire for it they could easily buy for some.

Major BROWN:—If you wish for more I can supply you with some.

Dr. BELL:—Then the colony seems pretty well stocked with it.

**PUBLIC CONVENIENCES.**  
A letter from the Acting Director of Public Works relative to the erection of a public urinal immediately west of the Canton and Macao Steamboat Company's Wharf was submitted.

The President said they had been down to inspect the urinal and it seemed to him to be of an exceedingly nice type. As to the position, he might say that a recommendation was made by the Board to place one on the Canton Wharf over the water. His Excellency the Governor objected to that, and the urinal had been placed on one of the wide public roads as suggested by Dr. Clark.

Dr. McKIE said he had inspected the urinal and he quite agreed with Dr. Clark that it was of a very antiquated style and quite unsuited for the place it was in.

On the suggestion of Dr. CLARK it was decided to leave the matter over for three months to give the structure a further inspection.

**REPORT OF THE QUARTERLY INSPECTION COMMITTEE.**  
The report of the Quarterly Inspection Committee (Messrs. E. Osborne and J. McKie) was read as follows:—

"We have the honour to report that on the 4th inst. we visited Nos. 8 and 9 Health Districts in company with Inspectors Knight and Brown."

"The Western Market is in a very filthy condition; a quantity of rubbish needs removal; some boards apparently used for sleeping; some posing lying across the road; rubbish should not be allowed to remain; and the whole place requires two or three coats of lime wash."

"The Sai Ying Pun Market was fairly clean, but we are of opinion that the Government should do with the markets what they compel the community to do with their dwellings, viz., lime wash them at least twice a year."

"We visited several houses in No. 9 district and found a declared improvement in the sanitary condition of those which have been opened up at the back in accordance with recent legislation on the subject, but the living rooms, and especially cubicles, are in the usual filthy state, and it is apparently hopeless to expect them to be otherwise under the cramped and crowded circumstances in which the poorer classes live. The rents of First Street we found to vary from \$2.50 to \$3.00 for a cubicle 8 feet square. No. 24, First Street, appears to be overcrowded; the occupants owing up to 30 people on the first floor and 24 on the second, where there should be only 16 in each case."

"No. 39, Centre Street. The basement is used as a bean-curd factory, and the floor is in a very dilapidated state. We consider that the ground surfaces of the premises which are used as a wash-house should be concreted, for, as in this instance, the smells emanating from putrid matter in the holes and defective joints of granite stones must be injurious to the health of the workers."

"Sing In Lane needs repaving or, better still, concreting, as it is evident on all sides that granite paving is unsuitable for back-roads and lanes."

Dr. Hartigan inquired: "The defects noted should be attended to promptly?"  
Dr. Clark inquired: "Will do so?"

The President said that he had issued an order for these markets to be lime washed throughout. He quite agreed that they should be lime washed twice a year, and he would see to the matter in future.

On the motion of Mr. OSBORNE, seconded by Mr. McKie, the report was adopted.

**THE INSPECTOR'S QUARTERS AT KENNEDYTOWN.**

A reply to the report of the sub-committee for the erection of new quarters for the Inspector at Kennedytown was submitted. The committee recommended the erection of a two-storied building to the north or north-west of Inland Lot 1,082, and fronting the sea, adding that to do this it would be necessary to reclaim a small area of the foreshore.

In his reply the Colonial Secretary says:—"I am directed to inform you that the Government have decided to select the site selected by the sub-committee for the erection of new quarters for the Inspector at Kennedytown to be most desirable. The Government is informed that the site would entail a large outlay for reclamation, and the erection of a building thereon would be very expensive owing to the necessity for piled foundations. The proposed site, moreover, is in close proximity to the permanent plague hospital, and still closer to the site on which the Tung Wa Hospital authorities are going to build another plague hospital."

Dr. Clark inquired: "The committee were accompanied by the D. P. W., who informed them that the cost of building on the site selected would not be great. The Board have had no information from the Government as to the erection of a plague hospital by the Tung Wa Hospital authorities on any site. The site selected by the committee was to the north of the proposed Jubilee Road, and if this latter is to be regarded as safe for pedestrians the dwelling would surely be equally safe. I suggest that these matters be brought to the attention of the Government."

Dr. HARTIGAN said the sub-committee suggested the whole place, and where they were going to get a more desirable site than the one suggested, he was at a loss to understand. They could not put it on the hill, which was covered with the dead bodies of animals. The place was saturated with filth, and how they could expect any quarters to be erected there without the expenditure of a great deal more money than would be expended in reclaiming this small portion of foreshore he was at a loss to understand. With regard to the Acting Director of Public Works, who was with them, he told them distinctly that the outlay would not be large one. In fact, when he suggested that the hill was an undesirable site, he agreed with him and recommended the site pro-

posed. Immediately afterwards they got a letter from the Government contradicting him and making fools of the sub-committee and wasting their time, for they lost two hours in going down to this place at West Point. The site was not in close proximity to the Plague Hospital, which was at the top of the hill, whilst the proposed site of the Inspector's quarters was at the bottom. With regard to the infectious hospital mentioned in the letter, this was the first they had heard of as Dr. Clark had remarked. He had always understood that that Board was the Sanitary Authority for Hongkong, and as such it was certainly one of its duties to select sites for hospitals of all sorts. He did not know what their *locus standi* was, or what their object was in meeting together if a small-pox or plague hospital could be dumped down in any part of the town without any skilled evidence being taken as to the suitability of the site. He did not ask this as a favour. He said that that Board had a right to be consulted on a matter of this sort, and he considered that the Government had snubbed the Board and every member of it, including its President. He begged to propose that a reply be addressed to the Government in accordance with the terms of the minutes appended to the papers.

Mr. OSBORNE seconded, and the motion was carried.

**THE PROPOSED REFUSE DESTRUCTOR.**

Mr. OSBORNE, pursuant to notice, moved:—"That the Government be asked to inform the Board why the Refuse Destructor which was recommended by the Board and sanctioned by His Excellency the Governor in June, 1899, has not been included in the estimates of Public Works Extraordinary for next year." He said it might be within the recollection of the Board that the proposal to erect a public refuse destructor was first brought up some one and a half or two years ago, and Mr. Crook, who was then on leave or about to go on leave, was asked by the Government to draw up a report. Mr. Crook spent a great deal of time and trouble in England in visiting different refuse destructor works at work there, and he drew up a very able and exhaustive report as to the best kind of destructor for this place, and on his recommendation, and after weighing the pros and cons of the matter, after considering all the objections which had been raised to this destructor, the Board unanimously came to the conclusion that it was very desirable on grounds of public health that by this means they should be able to get rid of the garbage of the town in a very much easier and more expeditious manner than they did at present, that they should be able to stop a good deal of the dumping of refuse along the Fringe which went on at present.

For the recommendation of the Board the Government promised to put this destructor in the estimates for 1901. That satisfied the Board, who were somewhat astonished at the prompt way in which their recommendation was granted. The other day the list of Public Works Extraordinary was published in the Gazette, and he noticed that there was no mention made of this destructor. No word of warning had been sent to the Board that the destructor was to be withdrawn from the estimates. No explanation was given, and apparently the whole question was shelved and they were not going to get their destructor. Apart from the desirability of this destructor on the ground of public health, it seemed to him to be somewhat wanting in courtesy to the Board that the Government should first of all definitely promise to grant their request and six or nine months afterwards quietly shelve the question. He proposed the resolution because he thought this another snub from the Government. He thought they were being treated by the Government as children.

"Yes, keep them quiet at my cost, but give them nothing." They should not rest content until they had a satisfactory explanation as to why the destructor was not included in the Public Works Extraordinary for next year.

Major BROWN seconded, and the resolution was carried.

**THE WATER SERVICE ON THE HIGHER LEVELS.**

Mr. McKIE had given notice to move:—"That the Government be asked to state what steps are being taken to provide pumping apparatus of a sufficiently effective description to prevent a repetition of the great inconvenience caused to Peak residents on the higher levels during the last fourteen days by failure of the water service and the danger thereby caused by the said residents having to resort to their supplies of drinking water, to wells that are filled from very dubious sources. He said that after the explanation given to him by the President he begged to withdraw his motion."

The President, in explanation, said the question of the Peak Water supply had been before the Government for a considerable time. Proposals for meeting the supply for the Peak were taken up almost immediately after he came to the colony. The Peak residents were supplied by one small pipe from Bonham Road, and if anything happened to that pipe the Peak would be without water. It was then decided to establish pumping machinery on Bowen Road filter bed, and another reservoir at Mount Gough. The machinery for the pumping station at Bowen Road had been out for some months. There had been a difficulty about getting a site for the reservoir, but the difficulty was about to be overcome. He hoped that next year they would have a pumping station in Bowen Road as well as in Bonham Road. In addition the pipe at Bonham Road was to be duplicated.

**THE BACKYARDS ORDINANCE.**

Dr. CLARK, pursuant to notice, moved:—"That the Governor in Council be requested to give general authority to the Sanitary Board to modify at their discretion the requirements of section 7 of the Unsatisfactory Properties Ordinance, 1899, in the case of corner houses abutting on two public streets of a width of not less than fifteen feet each provided that window area and proper arrangements as to drainage shall have been provided to the satisfaction of the Board in every such case." He said the resolution was merely formal, and was to do away with the necessity of having to submit to His Excellency the Governor any case where exemption from regard to backyards was applied for.

**A PUBLIC NUISANCE.**

Major BROWN had given notice to move:—"That the Sanitary Board pass a resolution bringing to the notice of the Government the urgent need of making a change in the following Bye-law, viz. No. 3 made under sub-section 6 of section 13 of Ordinance No. 24 of 1887 to read thus:—'Except between the hours of 1 a.m. and 6 a.m. the conveyance of excremental matters along any public road or street is prohibited.'"

The President pointed out that this motion was not quite in order. The making or repealing of Bye-laws rested not with the Government, but with the Board. Therefore it would be rather absurd for them to apply to the Government to be bound to do something which they were bound to do themselves. A resolution to meet Major BROWN's proposal had been drawn up.

This resolution was carried on the motion of Major BROWN, seconded by Mr. McKIE.

**THE DUST BIN AT WANCHAI MARKET.**

Correspondence relative to a dust bin at Wanchai Market was submitted.

The majority of the Board expressed a desire that it should be provided with a roof, and the President promised to attend to the matter.

## THE SMOKE NUISANCE AT WANCHAI.

The following petition, addressed to Dr. Clark from 24, Francis Church and dated September, was submitted:—

"With reference to your statement in the meeting of the Sanitary Board which appeared in the issue of the *Daily Press* of 6th July, 1900, about complaints received against a foundry in Queen's Road, permit us to make a few remarks on this establishment."

"It is with unfeigned regret we learn that your motion the Board should recommend the Government to introduce a short smoke abatement Ordinance similar to the Imperial Public Health Act, 1875, was not carried, in consequence, we believe, that the honourable members in opposition were not aware of the gravity of the offence committed by the above-mentioned firm."

"At the same time while we were trying to introduce a Bill to suppress smoke nuisance, etc., we the undersigned owners and residents of Holy Infant Lane, St. Francis Street, Queen's Road East, etc., have forwarded a petition to the Government praying for removal of this manufacturing company, and since then we were sorry to hear that your motion was not carried. We have not heard anything in connection with your subject of conducting business on an extensive scale, with their factories attached to the premises adjoining each other, the first one carrying on an engineering and shipbuilding concern, and they are both situated in Queen's Road East."

"We would point out that there are six ill-constructed funnels erected between these two firms which in almost every hour of the day issue dense volumes of smoke which entirely envelop all the adjacent houses, causing great inconvenience to the inmates."

"Allow us to mention that besides coal smoke, which was bad enough, there are various other kinds of smoke and some mysterious chemical compositions in connection with their business, which give the fumes an odour quite repugnant to the senses."

"We are conscious that it is not in our power to interfere with legitimate trade carried on by these firms, but when their business assumes such large proportions as to injure the health of those who are living in the environment, we beg most respectfully to claim your kind protection."

"We ask you to be good enough to convey our grievance before the honourable body of the Sanitary Board at the next meeting, and as it constitutes an integral part of their duty to protect the interests of those entrusted to their care, we have every confidence that they will not make an exception in our humble case, for when owners of different blocks of buildings, together with all the foreign residents representing several thousand people, join together in an impartial hearing, as the proverbial *vox populi* is always the voice of God."

"While apologising for the length of our letter, we tender you the fullest expression of our very best thanks in advance for the favour of a reply."

Dr. Clark inquired:—"The Government have written home for full particulars as to the means of enforcing sub-section 7 of section 91 of the Imperial Public Health Act of 1875, which deals with smoke nuisances. I think this might be laid on the Board table at our next meeting with an intimation to the above effect."

On the motion of Mr. OSBORNE, seconded by Dr. CLARK, it was decided to forward a reply to the petitioners to the effect that the matter was under the consideration of the Government.

An application for exemption from providing backyards to Nos. 2, 4, and 6, Tung Wa Lane, was submitted, but the application was refused.

**THE PLAGUE IN FORMOSA.**  
A return from the British Consulate at Amoy says that since July 19th there have been 11 deaths from plague in the Island of Formosa and 12 new cases.

Dr. Hartigan inquired:—"The percentage of recoveries is higher than in Hongkong. Probably many doubtful cases included."

Dr. Clark inquired:—"Quarantine restrictions should be removed at once, I think. It was decided to recommend the removal of the restrictions."

**DEATHS IN MACAO.**

The deaths in Macao for the week ended 30th September numbered 45.

**THE HEALTH OF THE COLONY.**

The death rate for the colony for the week ended 29th September was 21.6, against 24.6 for the previous week and 22.8 for the corresponding week last year.

This was all the business.

## WRECK OF THE "MAY FLINT."

The four-masted barque *May Flint*, which left Hongkong on February 28th last for Port Neal, and arrived at that port after a passage of 10 days, and after her delay having given up the speculation in re-insurance, was wrecked in the Bay at San Francisco, with a loss of four of her crew.

It appears that the *Flint* laden with coal on September 8th came up the bay under full sail and without a pilot. In contending against a strong tide and the danger of collision with the multitude of craft taking part in naval parades, the captain of the collier kept his vessel well in the shore, but the flood caught the *Flint* and carried her out toward the battleship *Iowa*.

Then came a desperate attempt to clear the battleship, but the collier refused to move to her helm, and crashed against the *Iowa's* bow. The *Flint's* topmast yards were carried away in the collision, and the crippled collier in drawing away struck the ram of the *Iowa*. With a great heave in her bow and the water pouring in the *Flint* cleared herself of the ram and drove on, only to meet with another disaster. Before her loomed the lumber laden bark *Vidette*, and into the *Vidette* the *Flint* crashed. The gear of the ships became entangled and for a time both vessels seemed doomed and some of the men leaped into the bay, but soon the collier swung around, and while boats were picking up the struggling *Flint* the *Vidette* was picking up the *Flint* and the *Flint* was picking up the *Vidette*.

The *May Flint* was the third largest sailing vessel in the world and the longest that ever entered this port. She was formerly the *Peruvian Monarch*, an Atlantic liner, and made her maiden voyage after being rechristened from Baltimore to San Francisco in 1895 with 5,000 tons of coal. Her voyage was perilous and she entered port badly damaged by storms. She spread over 10,000 yards of canvas. Her gross tonnage was 3,575. She was built in 1880 at Dumbarton, Scotland. The length of the *May Flint* was 351.5 feet, width 42.9 feet and depth 16.2 feet. W. E. Mighell was managing owner and her home port was San Francisco.

While en route from San Francisco to London, she was wrecked on the night of May 3, 1894, on the sandy shore at Shinnepoek light, Long Island. All hands were taken off on a tug. On her first trip she was badly damaged in a storm. While on the return trip she began leaking badly in mid-ocean and was taken back to New York by a steamer ship, the *Aspirin Monarch*, and the last victim of the *May Flint* was her crew.

Two years ago she was wrecked at Kola harbor, which fortunately did little damage. She was to make her next passage to New York to lead to Hongkong.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The ordinary annual meeting of shareholders in the Union Insurance Society of Canton, Limited, was held yesterday at noon at the offices, Queen's Buildings, Mr. N. A. Slobos, president, and there were also present, Messrs. R. L. Richardson, W. J. Saunders, G. H. Medhurst (directors), W. J. Saunders, G. H. Medhurst (directors), G. W. P. Playfair, H. W. Slade, W. H. Wickham, F. D. Goddard, W. Hutton Poits, E. C. Lane, A. G. Morris, J. N. Gosman, C. H. P. Hay, C. M. G. Barrie, H. J. M. Carvalho, J. A. Carvalho and A. Finko.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said: Gentlemen, before proceeding with the business of the meeting I wish, on behalf of the Directors, to express the sorrow that we feel that Mr. Dalrymple is no longer with us. He was Chairman of the Board at the time of his death in April last. He had been a director of the Society for more than a quarter of a century, and his opinion on matters connected with the Society business was always valuable. We feel the loss of his presence on the Board more than a little. I regret also to have to record the death of our late Agent at Shanghai, Mr. C. W. Baird, and of Mr. B. E. Dwyer, lately our Agent at Melbourne, both of whom had served the Society faithfully during many years. The report has been in your hands some weeks, and with your permission I will, as usual, take it as read. I think I may fairly say that the figures we have to present to you are very satisfactory. Not only are we able to recommend an increase in the shareholders' dividend to twenty dollars per share, and an addition to the Reserve Fund of fifty-five thousand dollars, but we are in a position to recommend the payment of a bonus to the staff of twenty per cent. of every forward salary and yet to provide a sufficient sum to provide fully for all outstanding losses. It is now five years since the staff received a bonus. During these five years the shareholders' dividend has been raised by progressive steps from twelve dollars to twenty dollars per share, and we think it would be a gracious act on the part of the shareholders to mark the close of the century by giving the staff a substantial bonus as an encouragement towards further efforts.

Mr. CLARK said: The report is a very good working account for the present year and also promises well, but it is too early to make any forecast of the future. The premium income is increasing year by year, and, judging from the results of the last few years, we have every reason to hope that the profit will also increase. There is one point at any rate in favour of an increased premium income. It makes a welcome addition to the interest account and has a corresponding effect on the dividend. The working account figures explain themselves and require no particular comment. I may, however, tell you that the item of \$18,000 for charges in the 1899 account included the honorarium of £3,000 paid to our late London Agent on his retirement from the service of the Society. It has been the work of years of the fund in its infancy and might have been swept away altogether by one or two large losses, it was not thought desirable to show it to the public, but now that, owing to our most fortunate immunity from heavy losses of late years, it has grown to respectable proportions it seems right that we should produce it as a separate item. In a company with a small capital like ours it is exceedingly necessary, if we are to do a large business, that we should have a fund of this kind. We are not always secure from success. If we are to run large lines we must expect from time to time to be hit with a large loss. We may have several of them all in one year, and we do not want to have to reduce our dividend or our bonus to contributors in such a case to meet a loss that we have had the opportunity of providing for otherwise. It is also an addition to the security of our policy holders, and, as I have said before, the increased premium which it enables us to earn helps materially to pay out dividends. The "Underwriting Suspense Account" has always been in existence. We have still considerable claims to pay on account of former years, and this is the money we have put aside to pay them out of. Now that we are showing a surplus of this item "Reinsurance Fund" it is thought best to show this item too. The balance of \$115,000 under the heading "Sundry Creditors" represents personal creditors of the Society in various parts of the world. On the other side of the balance sheet are shown our investments in Hongkong, Shanghai, London, and Melbourne. At the time of the scare in the North attention was naturally drawn to the position of the Society's mortgages at Shanghai and even at Hongkong. Our mortgages are all on good reliable property with considerable margin of security, and while, of course, we do not expect the security of our investments, the Directors are satisfied that the proportion of the Society's funds which is invested in mortgage is not too large at either place. Before proposing the adoption of the report I shall be glad to know if anybody would like to ask any questions.

There being no questions, the CHAIRMAN proposed the adoption of the report and accounts.

Mr. PLAYFAIR, in seconding, said:—It is very gratifying to see the increasing prosperity of the Company and the increasing dividend, and it must be a source of satisfaction that the mantle of the late directors had fallen upon such worthy successors. There is one point in the report which is worthy of commendation, and that is the recommendation of a bonus to the staff. The labourer is worthy of his hire, and in these days of increased cost of living and when the buying value of the dollar is much less than it was ten years ago, I think it is only just we should pay him an increased salary or give him a bonus, or both. There is one suggestion I should like to make to the directors. Now that the company is in such a strong position, could they not see their way to place in some small measure the very stringent rule about the transfer of shares? The intrinsic value of a share is \$300, and with good will and prospective value it is very much more than that, and yet if a shareholder wants to sell his shares he can only get about \$245 each. That is to say he does not get the value of his property. I can quite understand that at first in the early days of the company it was very necessary to have this rule, but I do not believe that now-a-days it would affect the income of the company in any little bit if a little relaxation was shown and it would be a great boon to the shareholders.

Messrs. N. A. Slobos and R. L. Richardson were re-elected directors on the motion of Mr. SLADE, seconded by Mr. MORRIS.

## AFFAIRS IN NORTH BORNEO.

GOVERNOR CLIFFORD'S RESIGNATION.  
Referring to a telegram sent to us by our own correspondent in Sandakan, and published in these columns a few days ago about the resignation of H. E. Hugh Clifford from the Governorship of North Borneo, the *Singapore Free Press* has the following:—

The general opinion is that Governor Clifford is the best man the territory has ever had, and it will be a tremendous blow to its best interests if he is allowed to resign. It is the railway that is said to have broken the back of Mr. Clifford's desire to hang-on, and do his best for Borneo.

Even if the construction of the line had been feasible, the data on which the hopes that it might pay were founded were absolutely illusory. Instead of the railway penetrating the Pinol gorge, the only break through the mountain barrier towards the sea, that purpose, the sole *raison d'être* of the original line, was abandoned and it was proposed to run no further than to Tenom. But the river is navigable to boats from the sea to Tenom, and so, even if this section were completed at a heavy expense, it would be commercially idle, for all jungle produce would go by the cheap route of the river, and the railway would remain a silent highway from nowhere in particular to nowhere in general. As to the construction of the line, it was so flimsy in character, that its annual upkeep must prove steadily increasing financial burden upon the slender resources of the State. Railways are good things if they serve populations and production, or open up productive areas to the settlement of population. But a mere avenue into an unpopulated jungle void, a *vague cui de sac* in the bank of nature, is as devoid of hope as it should have originally been of motive.

It is a pity, but it is probable that Mr. Clifford in leaving North Borneo is doing the best thing possible for himself, and not a bad thing for the Directors, if his resignation compels them to seriously to review their policy, extravagant yet ineffective as it has been plentifully shown to be.

## LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Idzumi Maru* (American Line) left Shimonoski for this port on the 10th inst., and is expected to arrive here on the 15th inst.

The Imperial German Mail steamer *Sachsen* left Kobe via Nagasaki and Shanghai on Monday, the 8th inst., p.m., and may be expected here on or about Tuesday, the 16th inst.

The C. P. R. steamer *Empress of India* left Vancouver on Monday, the 8th October, for Hongkong via the usual ports of call.

The T. K. K. steamer *Nippon Maru*, with mails, etc., from San Francisco to the 22nd ult. via Honolulu, arrived at Yokohama, and left for this port this morning via Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Doria*, with mails, etc., left Shanghai for this port on Wednesday, the 10th inst., at 10 a.m.

The T. K. K. steamer *America Maru*, with mails, etc., which left here on the 12th ult. for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 9th inst.

## EXPORT CARGO.

Per P. & O. steamer *Clyde*, sailed on the 29th September. For London—34 bales raw silk, 6 cases silk, 20 cases bristles, 3 cases private effects, 20 rolls mats. For Marseille—113 bales raw silk, 100 bales waste silk, 190 bales pierced cocoons. For Lyons—313 bales raw silk.

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.  
With CHAMBER for 10 CARTRIDGES,  
FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.  
Hongkong, 3rd October, 1900. [2564]

## CARMICHAEL &amp; BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS,  
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale.

Telegrams: "CELESTE," Hongkong.  
Telephone, 232.

H. F. CARMICHAEL,  
B. J. BARLOW.

Hongkong, 1st June, 1899. [1637]

## FOR SALE.

NEW LEE ENFIELD 303 MATCH RIFLE COMPLETE.

ELEY'S SPORTING CARTRIDGES.

EVERY KIND OF SPORTING REQUISITE.

WM. SCHMIDT & CO.,  
Garnett's.

Hongkong, 22nd September, 1900. [1213]

## CARBOLINEUM AVENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness. Sole Agents for China, LUTGENE, EINSTAMANN & CO., Hongkong, 31st August, 1897. [53]

## THE CHRONICLE AND DIRECTORY

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.

1900

THE THIRTY-EIGHTH ANNUAL ISSUE.

## BUSINESS NOTICES.

## 房藥館芝蘭

## KWONG CHI KOON DISPENSARY.

## 街欄樂城省東廣

## CHEONG LAN STREET, CANTON.

## 子甲才歲年參治同濟大

## 創開年四拾陸百捌千壹英大

## ESTABLISHED 1864.

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## KWONG CHI KOON DISPENSARY.

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## ESTABLISHED 1864.



## NEW ADVERTISEMENTS

**WANTED** for H. M. DOCKYARD, a Man as a STORE DRAWER, who can speak fluently the current Chinese language. It is necessary he should be able to read and write English, and have some knowledge of Arithmetic and the different kinds of materials used in Ship Work.

Preference would be given to one who could also read the Chinese written language.

Information relative to the duties may be obtained at the CHIEF CONSTRUCTOR'S OFFICE, to whom application is to be made in the applicant's own writing on or before 17th instant.

Postal address to be distinctly given.

Hongkong, 12th October, 1900. [2440]

## GOVERNMENT NOTIFICATION.

No. 513.

## HONGKONG OPIUM FARM.

NOTICE is hereby given that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on FRIDAY, the 23rd day of November, 1900, for the purchase of the privileges known as the Opium Farm established under the Ordinance No. 1 of 1898, that is to say, the privilege of preparing Opium and of Selling, within the Colony (including the New Territories) Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in dross opium, for three years from the 1st of March, 1901.

Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 6th October, 1900. [2635]

## CONDITIONS OF TENDERING.

1. No tender will be received unless the tenderer produces a receipt from the Treasurer for—

(i) A deposit of \$30,000, or of Title Deeds, or other approved securities to a like amount; and

(ii) A stamped agreement to be executed by him on a form provided by the Treasurer, to the effect that, if he should decline to accept a grant of the Farm on the terms of the tender sent in by him, such deposit or securities shall be forfeited to the Crown.

Such deposit must be completed not later than Noon on the 23rd of November. All deposits will be returned to unsuccessful tenderers.

2. The tender must state the monthly sum offered for the Farm as rent.

3. The Government does not bind itself to accept the highest or any tender.

4. The successful tenderer shall deposit with the Treasurer security, either money or title deeds, to the value of three months' rent of the Farm for the due performance of the conditions on which the privilege is granted and of the stipulations or agreement in respect thereof, and the security previously deposited with the Treasurer on the tender being received will be retained until such successful tenderer shall have deposited such security.

5. The Governor in Council will execute to the accepted tenderer a Grant in the form, or as near thereto as may be, hereinafter set out.

6. During the continuance of the privileges the successful tenderer shall be entitled to the use of a trade mark to be approved by the Governor in Council on all Opium prepared by him.

CONDITIONS TO BE FULFILLED BY THE GRANTEE OF THE OPIUM FARM, AND THE BREACH OF WHICH WILL INVOLVE LIABILITY TO THE FORFEITURE OF THE GRANT AND OF THE SECURITY DEPOSITED WITH THE TREASURER.

(1) The payment of the monthly fee regularly in advance, from the 1st day of March, 1901.

(2) To have no Opium in possession except what is reported through the Imports and Exports Office; and, unless the special permission of the Governor to exceed that amount is obtained, to draw not more than 300 chests in any two consecutive months, of which not more than 175 chests are to be drawn in any one month.

(3) Not to part with any Opium in the raw state either by sale or otherwise, but only prepared Opium fit for smoking.

(4) Not to grant to any person any license to boil or prepare Opium.

(5) To have one establishment only for boiling; such establishment to be approved by the Governor.

(6) Not to have loose Opium (as defined by The Raw Opium Amendment Ordinance, 1891) elsewhere than in his boiling establishment or any raw opium other than that covered by removal permit.

(7) To supply the licenses of Opium Divans, duly licensed by the Colonial Secretary under Ordinance No. 15 of 1897 (as amended by Ordinance No. 1 of 1898), with any Opium and dross Opium required by them, at rates not exceeding the market rates at the time.

## THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain—

Leading Articles—

The British Government and the Merchant in China.

The Protection of the Treaty Ports.

A New Ally.

Dress in War.

Admiral Seymour's Successor.

The Crisis: Telegrams.

Hongkong Sanitary Board.

The Crisis in China.

Gymkhana Meeting.

Collapse of a House in Hollywood Road.

The Appropriation Bill.

A French Writer on the Colonization of China.

Royal Naval Canteen.

Canton.

Tientsin.

Correspondence.

Consular Reports.

The Murder of the German Minister.

Shipping Disaster off Iwoshima.

Swimming Gals at Kowloon.

Hongkong Cricket Club.

Hongkong Polo Club.

Royal Hongkong Golf Club.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, 22.

Extra copies 50 cents each, Cash.

Copies can be posted from the Office to addresses sent, including postage 74 cents each, or 21 for three copies Cash.

Hongkong, 12th October, 1900.

## NEW ADVERTISEMENTS

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$20 per Share for the year 1899, equivalent to 40 per cent. on the paid-up Capital of \$50 per Share, has been declared.

WARRANTS will be issued on the 12th October.

By Order of the Board,  
W. J. SAUNDERS,  
Secretary.

Hongkong, 12th October, 1900. [2637]

## THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

## ISSUE OF \$500,000 NEW CAPITAL.

NOTICE is hereby given that the SECOND CALL of \$25 per Share was due on 1st October, 1900, and that Interest at the rate of 12 per cent. per Annum will be charged on all Calls which are not paid on 12th instant.

EDWARD OSBORNE,  
Secretary.

Hongkong, 12th October, 1900. [2636]

## TO LET.

## "THE EYRIE," FEAR; FURNISHED.

The THREE UPPER FLOORS, 3, DUNDAS STREET.

For Particulars, apply to—  
C. C. WILCOX,  
8, Beaconsfield Arcade.

Hongkong, 12th October, 1900. [2589]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SVATOW, AMOY AND FOCHOW.

THE Company's Steamship

## "HAITAN."

Captain Roach, will be despatched for the above ports on SUNDAY, the 14th inst., at DAYLIGHT.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & CO.,  
General Managers.

Hongkong, 12th October, 1900. [2639]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR AMOY.

THE Company's Steamship

## "KWEIYANG."

Captain Outerbridge, will be despatched as above on MONDAY, the 15th inst., at Noon.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 11th October, 1900. [2634]

## FOR SHANGHAI.

## "LYEEMOON."

Captain G. Heusermann, will be despatched for the above port on WEDNESDAY, the 17th inst., at 4 p.m.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to  
SIEMSEN & CO.,  
General Managers.

Hongkong, 12th October, 1900. [2638]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA VIA AMOY.

THE Company's Steamship

## "ESMERALDA."

Captain Geo. J. Blaxland, will be despatched as above on WEDNESDAY, the 17th inst., at 5 p.m.

This steamer has superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 11th October, 1900. [2633]

## NOTICE.

## THE IMPERIAL MARINE INSURANCE COMPANY, LIMITED.

(TEIKOKU KAISHA HOKEN KABUSHIKI KAISHA),  
TOKYO, JAPAN.

THIS Company's Name, Style and Address has, as from the 26th September, 1900, been CHANGED TO

## THE IMPERIAL MARINE AND TRANSPORT INSURANCE COMPANY, LIMITED.

(TEIKOKU KAISHA HOKEN KABUSHIKI KAISHA),  
TOKYO, JAPAN.

The Company, with in the future continue to do business here as heretofore and the Under-signed are as Agents for the Company prepared to ACCEPT all usual MARINE RISKS on Vessels and Cargo.

GEO. R. STEVENS & CO.,  
Agents for the  
Imperial Marine & Transport Insurance Co., Ltd.  
Hongkong, 11th October, 1900. [2631]

## Dr. NOBLE,

## DENTAL SURGEON.

HAS returned to the Colony and RESUMED PRACTICE.

Hongkong, 19th September, 1900. [2453]

## NOTICE OF REMOVAL.

## MR. A. TACKS FURNITURE STORE

will be REMOVED to Des Voeux ROAD, New Travellers' Office of the P. and O. S. N. Co., on or about the 30th inst.

Owing to the decorations not being complete, business will not be transacted at the new building for two or three weeks, but will be resumed at an early date. Customers are respectfully requested to call at or send communications to Nos. 27 and 23, LEE YUEN STREET EAST, their temporary Store.

Hongkong, 27th September, 1900. [2514]

## WO FAT &amp; CO.

## SHIP CHANDLERS, SAIL MAKERS,

GENERAL STOREKEEPERS,  
No. 11, LEE YUEN STREET, EAST.

Hongkong, 26th July, 1900. [2074]

## INTIMATIONS.

## "RUGBY FOOTBALL,"

BY

## ARTHUR J. GOULD

(WHO HAS PLAYED IN TWENTY-SEVEN

INTERNATIONAL MATCHES).

## THE First of the following SPECIAL

ARTICLES will appear in the

HONGKONG DAILY PRESS

on the 15th inst. The others will appear weekly.

## PROGRAMME:—

1.—THE OLD GAME AND THE NEW.

2.—INTERNATIONAL GAMES—SOME CONCLUSIONS.

3.—THE EFFECT OF THE INSTRUCTIONS TO REFEREES.

4.—FOUR THREE-QUARTERS V. THREE.

5.—GREAT PLAYERS OF THE PAST.

6.—GREAT PLAYERS OF THE PRESENT.

7.—THE NORTHERN UNION'S EFFECT ON THE GAME.

8.—IS RUGBY FOOTBALL DETERIORATING?

Hongkong, 10th October, 1900. [2622]

## NOW READY.

## THE PROVINCE OF SHANTUNG.

ITS TRADE, POPULATION AND FUTURE PROSPECTS.

BY M. O'S.

Reprinted from the "HONGKONG DAILY PRESS."

Price, 50 cents Cash. Messrs. Kelly &amp; Walsh or Daily Press Office.

Hongkong, 31st January, 1900. [88]

## PUBLIC COMPANIES

## CANTON INSURANCE OFFICE, LIMITED.

## NOTICE TO SHAREHOLDERS.

## THE NINETEENTH ORDINARY

GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Under-signed at 12 o'clock (Noon), TO-MORROW (SATURDAY), the 13th October.

THE TRANSFER BOOKS of the Company will be CLOSED from the 23rd instant to the 13th proximo, both days inclusive.

JARDINE, MATHESON & CO.,  
General Agents.

Canton Insurance Office, Limited.  
Hongkong, 25th September, 1900. [2489]

## OLIVER'S FREEHOLD MINES, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY MEETING OF THE SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 23rd instant, at TWELVE O'CLOCK, NOON, for the purpose of presenting the report of the Directors and Statement of Accounts to 30th April last and of declaring dividends.

THE TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd instant, both days inclusive.

By Order of the Board of Directors,  
H. P. WADMAN,  
Acting Secretary.

Hongkong, 2nd October, 1900. [2537]

## HONGKONG ELECTRIC COMPANY, LIMITED.

## TENDERS are invited for the Allotment of the Unissued balance of New Shares (4104 Shares), Dollars Five per Share paid up, PAYABLE on the 1st November, 1900.

Tenders will be received up to the 20th of October. No Tenders under par will be considered, and the Allotment will be made preferably to Shareholders.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 29th September, 1900. [2535]

## HONGKONG ELECTRIC COMPANY, LIMITED.

## NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the SECOND CALL of \$3.00 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900.

Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 29th September, 1900. [2534]

## THE PUNJON MINING COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE FINAL CALL on the ORDINARY SHARES of this Company of \$1 per Share having been made PAYABLE on 6th day of August, 1900, Shareholders are hereby notified that Shares upon which the above call remains unpaid are liable to be forfeited, in accordance with the Articles of Association of the Company.

Interest at 10% per Annum will be charged on all overdue Calls.

W. H. GASKELL,  
Secretary.

Hongkong, 6th October, 1900. [2527]

## AUCTIONS

## PUBLIC AUCTION.

THE Under-signed has received instructions to Sell by Public Auction, TO-MORROW (SATURDAY), the 13th October, 1900, at 3.30 p.m., at his Sale Rooms, Queen's Road, TWEED, SERGE, FLANNEL and FLANNETTE in Suit Lengths, LADIES' DRESS MATERIALS, SOCKS, STOCKINGS, BLANKETS, &c., &c., &c.

TERMS OF SALE:—As Customary.  
V. I. REMEDIOS,  
Auctioneer.

Hongkong, 11th October, 1900. [2629]

## GOVERNMENT NOTIFICATION.

No. 495.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Shaukiwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

By Command,  
F. H. MAY,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 27th September, 1900. [2611]

## Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 15th day of October, 1900, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Shaukiwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
			N. S. E. W.			
			ft. ft. ft. ft.			
Shaukiwan Island Lot No. 299		Shaukiwan	45' 45' 50' 50'	2,250 12	675	

## GOVERNMENT NOTIFICATION.

No. 496.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 15th day of October, 1900, at 3.15 p.m., are published for general information.

By Command,  
F. H. MAY,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 29th September, 1900. [2612]

## Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 15th day of October, 1900, at 3.15 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Four Lots of Crown Land, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

## PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
			N. S. E. W.			
			ft. ft. ft. ft.			
Inland Lot No. 1,017		Shaukiwan	50' 50' 100' 100'	5,000 23	1,500	
" " " " 1,018		" " "	50' 50' 100' 100'	5,000 23	1,500	
" " " " 1,019		" " "	50' 50' 100' 100'	5,000 23	1,500	
" " " " 1,020		" " "	50' 50' 100' 100'	5,000 23	1,500	

## PUBLIC AUCTION.

THE Under-signed has received instructions to Sell by Public Auction, on FRIDAY, the 19th October, 1900, at 11 a.m., at the HONGKONG AND KOWLOON GODOWNS, Kowloon,

12 LENGTHS CHAIN 24"  
105 FATHOMS do. 14"  
7 PICES do. 14"

TERMS:—As Customary.  
GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 6th October, 1900. [2600]

## W. BREWER &amp; CO.

## NEW BOOKS AND NEW EDITIONS.

LETTS' DIARIES, 1900.  
MARIE CORELLI'S MASTER CHRISTIAN

European Settlements in the Far East ... \$1.50  
Gold Deeds of the War ... 3.50  
Croquet Up-to-Date ... 6.50  
London to Ladysmith via Pretoria ... 3.50  
China of To-day: The Yellow Peril, Paris, China of To-day ... 35 cts each  
1 to 3 ... 35 cts each  
China the Long-lived Empire, by Solid ... 5.00  
The Overland to China, by Colquhoun ... 9.50  
Through the Yangtze Gorges, by Archibald Little ... 4.50  
The Catacombs of Paris ... 1.50  
Between two Fires: A Story of the Boer War ... 1.50  
Red Postage, by Chelmsdale ... 6.50  
Bretschneider's Map of China ... 12.50  
SENSE'S STAMP ALBUMS ... 86.50 & 10.00  
Indian Cigars—Lambert and Butler's Tobacco and Cigarettes ... 31

23 & 25, Queen's Road, Hongkong.

## THE BANK OF TAIWAN (FORMOSA) LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL ... Yen 5,000



HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

PAUL BREWITT,  
2, Zealand Street, Auctioneer, Appraiser  
and Commission Agent.

HUGHES & HOUGH,  
Auctioneers to the Government, and Share  
and General Brokers, corner Ice House  
Street and Praya Central.

V. I. REMEDIOS,  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

THE WESTERN HOTEL,  
Excellent Accommodation, \$2.50 per day.  
99 and 92, Queen's Road West.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

## BOOKSELLERS AND STATIONERS

W. BREWER & CO.,  
Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

## BUILDERS

KANG ON,  
Contractor, 30, D'Aguiar Street. Local  
and Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

## CHEMISTS, DRUGGISTS, &amp;c.

THE PHARMACY,  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class Aerated  
Waters, Dealers in Photographic  
Requisites, Queen's Road.

WATKINS, LD. APOTHECARIES' HALL, 66,  
Queen's Road Central, Cigars, Aerated  
Waters, Wines, Boats, Spirits, etc.

## CURIO DEALERS

KUHN & KOMOR,  
Fine Art, Japanese and Chinese Curios,  
21 and 23, Queen's Road, Hongkong,  
Shanghai, Kobe, Yokohama.

KWONG HING,  
China Porcelain, Crockery Ware, 59a,  
Queen's Road Central.

## DENTISTS

WONG HOI,  
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,  
Surgeon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

## DRAPERS

EBRAHIM ELIAS & CO.,  
Milliners, Silk Mercers, Haberdashers.  
Low Prices, 37, 39, Wellington Street.

SEE WOO,  
Tailor, Draper and Outfitter, 67 and 69,  
Queen's Road.

## FLOUR

SPEERY FLOUR COMPANY,  
Proprietors of the following Celebrated  
Brands of Flour: "Speery's xxx,"  
"Golden Gate," "Pioneer," "Buckeye,"  
"Anchor," &c.  
WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN  
A. CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Furniture, Kitchens, and Accessories,  
17a, Queen's Road Central.

LI KWONG LOONG,  
Cabinet-maker, Furniture Dealer, Art Do-  
corator and Dealer, 17, Queen's Road.

## GROCERS

THE MUTUAL STORES,  
SUB-AGENTS LIPKOW, LD.,  
8 and 10, D'Aguiar Street,  
Provision and General Merchants.

## JEWELLERS

KANG LEE & CO.,  
Jewellers, Gold and Silversmiths, Watch-  
makers, Japanese Curios and Blackwood  
Furniture, Opposite Post Office, 36,  
Queen's Road Central.

MAISON LEVY, BERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hilo.

WAH LOONG,  
Gold and Silversmith, Silk Dresses, Crêpe  
Shawls, Ivory, Lacquerware, Fans,  
Curios, Brides, Human Hair, Fea-  
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE  
EASTERN ACETYLENE LIGHTING  
COMPANY, Head Office, 62a, Queen's  
Road Central. Fittings of every de-  
scription for the ACETYLENE LIGHT at  
lowest rates.

## MERCANTILE AGENT

WOODS & CO.,  
Dundell Street, Agents for American and  
European Export Houses.

## PHOTOGRAPHERS

A. FONG,  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Enlargements, Ivory Miniatures, Oil  
Paintings, &c., Ice House Street.

E. HING,  
Engraving, Developing, Printing, Mod-  
erate Rates, 25a, Queen's Road East.

MEE CHEUNG,  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc. Devel-  
oping Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST,  
Engraving and Crayon Engravings, Work  
done for Amateurs, 3a, Queen's Road, CL.

HONGKONG  
BUSINESS DIRECTORY.

## PHOTOGRAPHERS.

YEE CHUN,  
Marine and Portrait Painter, 50, Queen's  
Road, Upstairs.

H. YERA,  
Japanese Photographer, 14, Beaconsfield  
Avenue, Queen's Road CL, also Wanchai  
Amateur's Requisites a Specialty.

## PRINTING

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

## RAITAN FURNITURE

KWONG TAI LOY,  
Rattan Furniture, Bamboo, Blinds, Mat-  
tresses all Colours, 39a, Queen's Road CL.

## SILK GOODS DEALERS

TEJUMUL POHUSING,  
Dealer in Chinese, Indian and Japanese  
Goods, Silks, Woollens and Cashmere  
Shawls and other Sundry Goods, 4,  
D'Aguiar Street, First Floor.

WASSIAMULL ASSOMULL,  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Lace, 46, Queen's Road, CL.

SILK LACE MANUFACTURERS  
FR. BLUNCK,  
Exporters of Real Hand-made Torchon Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries, Hand-made Silk  
and Linen Lace Curtains made to  
order, 17, Queen's Road, Central.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Vaux Road.

MORE & SEIMUND,  
Shipchandlers, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 43 and 45, Praya Central.

## TAILORS

R. HAUGHTON & CO.,  
Naval, Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

HUNG YUEN,  
Outfitters, Shirt Makers, Hatters, Hosiers,  
Drapers, 85, Queen's Road, Central.

TAK CHEONG,  
Tailors, Gentlemen's Outfitters, Hatters,  
Hosiery and Drapers. Chinese Silk  
of all kinds, 50, & 52, Queen's Rd. Central.

YEE SANG FAT & CO.,  
Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs, Opposite Post  
Office, Queen's Road Central.

## TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"  
Importers of the Best Manila Cigars, 25,  
Pettifaring Street.

KRUSE & CO.,  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Fancy Goods, Agents,  
Comnaught House, Queen's Road.

VICTORIA CIGAR DEPOT,  
1 and 2, Leysene Street East. AGENTS FOR  
W. KENNEDY & Co., 37, Calle San  
Antonio, Manila, "Windsor Lady" and  
"The Jockey" Cigars.

## WINE &amp; SPIRIT MERCHANTS

H. PRICE & CO.,  
12, Queen's Road  
and Calle Anloague, Manila.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.  
A.I. A.B.C. Scott's and Engineering Codes  
Used.

DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 39 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 350 "  
Width of Entrance on Top... 66 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.  
The COMPANY has a POWERFUL SAL-  
VAGE PLANT READY AT SHORT  
NOTICE. [1619]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable pro-  
visions for Cold Storage at EAST POINT at  
Moderate Rates.

W. PARLANE,  
Manager.  
Hongkong, 17th February, 1899. [159]

QUAN WAI & CO.,  
LOCALS IN  
ITALIAN MARBLE AND GRANITE  
MONUMENTS.  
DESIGNS & PRICES ON APPLICATION  
at No. 1, Queen's Road East, Hongkong.  
Hongkong, 17th October, 1899. [1899]

## SCIENTIFIC MISCELLANY.

SCIENTIFIC FLUME—ELECTRICITY IN CON-  
SUMPTION—THE SOUND OF HEAVY GUNS—  
PROTECTING THE CRAWFISH—A MEASURE  
FOR SOUNDS—WILD ANIMALS IN NEW HOMES  
—AN IMPROVED LAMP FILAMENT—AN ELECTRIC  
CARTRIDGE.

Scientific activity in the first year of the  
twentieth century should be greatly stimulated  
by the large number of prizes, of 500 to 3,000  
francs each, offered for the year by the Paris  
Society for the encouragement of National  
Industry. These are a few of the chief subjects,  
competition being open to all nations. A motor  
weighing less than 50 kilograms per horse-power  
developed; an important advance in mechanical  
methods of transmitting energy; automobiles  
specially suitable for town and country respec-  
tively, the utilization of any waste product,  
a publication useful to chemical or metallurgical  
industry; useful scientific researches in chemis-  
try; an improvement in the manufacture of  
chlorine; the discovery of a useful new alloy; a  
study of the expansion, elasticity and tenacity of  
pottery clays and glazes; a scientific study of the  
physical and mechanical properties of glass; a  
new method of manufacturing fuming sulphuric  
acid; a method of making steel of useful prop-  
erties by adding a new element; new methods of  
utilising petroleum for lighting and heating; a  
method of purifying water for domestic use,  
a special two-candle power incandescent electric  
lamp; a method for producing an indefinite  
number of photographic positives in colour; a  
memoir on the cycle industry; and a study of  
commercial syndicates.

Several plans for treating tuberculosis by  
electricity have been brought forward. The  
Bleyer method consisted in placing a pad over the  
diseased part of the lung on the chest and  
another on the back, and passing a high voltage  
current through the body for 20 or 30 minutes.  
The application being often repeated. By the  
Crotte method a powerful antiseptic was forced  
through the lungs by static electricity. The  
Carroll method, claimed to have given very fa-  
vourable results, is designed to eliminate tubercu-  
lar matter through the action of a high fre-  
quency and high voltage current from a Tesla  
oscillator.

A recent thunderbolt in England ploughed a  
trench over 3 feet deep, 7 inches wide and 12  
feet long in solid clay, hurling clods 60 feet.

In the event of a modern naval battle be-  
tween England and Russia, it may be  
assumed that under favourable conditions the  
roar of the heavy artillery of to-day would be  
heard from 150 to 250 miles away. Dr. Charles  
Davison, who is studying the subject, finds re-  
cords showing that the firing at the battle of  
Camperdown, Oct. 11, 1797, was noticed more  
than 200 miles away; at Sebastopol, 1854 miles;  
at Malvern Hill and Manassas, about 125 miles  
and at the sinking of the *Alabama* nine miles;  
off Cherbourg, June 19, 1864, about 125 miles.  
In salutes and mock battles the firing is not so  
heavy, much lighter powder charges being used.  
At the naval reviews of Spithead in 1867 and  
1897, and at Cherbourg in 1900, it seems that  
the sound of the guns reached places more than  
100 miles distant, and a somewhat doubtful re-  
port of 135 miles was made in 1897 and of 136  
miles in 1900. Of the travel of the sound of  
single guns, little more seems to be known than  
that the time-guns of Bombay have been heard  
more than 50 miles away. From the careful  
observations near Cherbourg, it appears that  
the firing from the 43 vessels (including 13  
of the largest battleships) sounded at a  
distance of 65 miles exactly like the dis-  
charge of great guns; at about 75 miles as a  
continuous rumbling, with occasional heavier  
booms; at greater distances, as a deep mono-  
tonous throbbing, like the beats of a distant  
steamer's paddles; and at very great distances,  
as a curious throbbing—felt quite as much as  
heard—that may have rattled windows.

The saving from extinction of the crawfish—  
an important source of food—is among the  
claims of serum therapy. A mysterious disease  
has driven this species from many rivers and  
brooks, but the discovery of the germ of the  
disease has been followed by successful experi-  
ments in preparing an anti-toxic serum. Inocula-  
tions are made at the age of nine months  
and again at four years. The inoculated craw-  
fish are branded on the tail, and the marked in-  
dividuals are found to remain healthy.

The sound-measuring apparatus of M. F.  
Larrogue consists of an electro-magnetic trans-  
mitter and an electro-magnetic receiver con-  
taining a movable core of iron filings. The  
core is withdrawn until the sound ceases, and  
the vanishing points of two sounds are in this  
way compared.

Within the next century we may expect a  
striking change of the world's fauna through  
the shifting of animal homes by man as well as  
human destructiveness. In the forests and  
parks of England, France and Germany  
numerous foreign deer, antelopes and other  
animals have been introduced, and in some cases

their habits have been rapidly and surprisingly  
modified. The greatest experiment in ac-  
climatization ever undertaken is that started by  
the Duke of Bedford with a vast collection of  
animals at Woburn Abbey. Other great homes  
for new races of animals in England are stated to  
be that of Mr. Christopher Leyland at  
Haggerstone Castle, near Baulo; and that of  
Sir E. G. Loder, at Leonardslee, in Sussex,  
where a park has been stocked with wild  
animals living in perfectly natural conditions.  
From these centres some species will doubtless  
spread rapidly, with more or less altered  
characteristics. Already living in France and  
England in a wild and natural state are some  
twelve or fourteen species of foreign deer,  
antelopes, gazelles, kangaroos, wild sheep, Ja-  
panese apes, beavers, bison, zebras, brilliant phe-  
asants from India and China, water-birds, Oriental  
partridges, American trout and char, American  
cavies and prairie dogs, etc.

A few filament for incandescent lamps, in  
which the difficulties of the Nernst filament are  
overcome, is claimed by G. Ahlfeld, of Darm-  
stadt, Germany. The earth mixture is moulded  
in the desired shape, usually that of a hollow  
cylinder or curved tube, is then heated to red-  
ness, and when cold receives a stripe or internal  
coating of a ceramic mixture containing plat-  
inum or other highly infusible metal. This is  
buried in, giving a firmly adhering metallic  
stripe or film. The metal conducts the current  
required to heat the earthy material, when the  
latter becomes itself a conductor, and the re-  
fractory film is neither destroyed nor requires  
to be cut out of circuit while the lamp is  
operated.

A new cartridge, claimed by an Italian elec-  
trician to be an effective substitute for dynam-  
ite and smokeless powder for mines and  
heavy ordnance, contains a mixture of carbo-  
nate of potash and chloride of ammonia. While  
the mixture is ordinarily harmless, the passage  
of an electric spark set up electrolytic actions  
giving a violent explosion.

FROM MR. L. CECIL RHODES.  
When a man tells us that he has had neither  
bile nor sleep for twenty-four hours it is hardly  
needed for him to add that he feels faint and  
hungry. We infer that, and order him a "go"  
of hot soup and something solid to follow off the  
joint.

On the same lines of reasoning, after Mr. L.  
Cecil Rhodes, of 11, North Street, Prospect  
Road, Tunbridge Wells, writes—as he did on  
the 22nd of June, 1898—that he had suffered  
for many years from indigestion and deranged  
stomach, he might have omitted to mention that  
he habitually felt weak and low-spirited.

For there is no complaint which has so direct  
and damaging an influence on the mind as dys-  
pepsia. Indeed, it is virtually a fact that the  
stomach is the seat of the affections and sensa-  
tions if not of the intelligence. Before you say  
"Stuff" or "Boah" to this, I advise you to  
consult the authorities—the highest and best of  
them.

Well, Mr. Rhodes, for his part, goes on to  
mention other points about his experience which  
ought to interest more people than ever heard  
of Tunbridge Wells, beautiful as that is, espe-  
cially up on the hills in summer.

"My appetite was poor," he says, and we  
believe it; for when the stomach cannot "get  
away" with food Nature does exactly what you  
would expect her to do, she shuts off your relish  
for your meals. Otherwise, you see, you would  
be rich in eating, and so make matters worse.

"I sat at table with the rest," says Mr. Rhodes,  
"but I could only look on; I couldn't eat, albeit  
I needed food probably more than anybody else  
in the company. And when I yielded to the  
temptation and took a meal—as sometimes I was  
obliged to, in order to keep going, I would have  
pain at the chest and under the shoulder blades.

"I was almost constantly belching wind and  
throwing a sour fluid. Better and worse I went  
along in this way for years—drugging, hopeless  
years they were too.

"In August, 1897, I was one day seized with  
a more violent pain in the stomach than any I  
had had before; my agony was so great I  
thought I was going to die. In great alarm my  
wife brought in a neighbour and they gave me  
brandy.

"The neighbour then urged me to take  
Mother Seigels's Syrup, saying it would cure the  
stomach complaint, which was the cause of all  
my pain and misery. I followed this advice,  
and was speedily relieved, and a little later was  
able to eat and digest naturally.

"My wife had the same complaint, and is now  
strong and well through the use of the same  
remedy. You are free to publish my state-  
ment."

HIRANO NATURAL MINERAL  
WATER.

HIRANO MURA, HYOGO-KEN,  
JAPAN.

BOTTLED in its Natural Carbonic Acid Gas.  
Bright, Sparkling and Effervescent.  
An excellent drink with Wines or Spirits.  
Price 35.50 per Case of 48 Bins.

As seen from the Imperial Japanese Govern-  
ment's Analysis the above belongs to a class of  
saline mineral waters having alkaline reaction,  
and taken internally its medical uses are for  
chronic catarrh of the stomach, intestines,  
diseases of glands, and chronic endometritis.

TAI WO & CO.,  
22, Bank Buildings,  
Agents for Hongkong.  
Hongkong, 14th August, 1900. [221]

NEWS PAPERS, MAGAZINES, &c.

SUBSCRIPTIONS.

"GREATEST EFFICIENCY." PREPAID RATES, PER ANNUM. "LOWEST RATES."

Black and White and Xmas No. ... 1 16 0  
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Field ... 1 15 7  
Gentleman and Extra No. ... 1 16 0  
Graphic and Extra No. ... 1 13 6  
Illustrated London News and Extra No. ... 1 12 8  
III. Sporting & Dramatic News & Extra No. ... 1 15 8  
Lady's Pictorial and Extra No. ... 1 16 6  
Lancet ... 1 13 2  
Overland Mail ... 1 9 1  
Punch and Almanac ... 0 17 4  
Queen ... 1 14 10  
Saturday Review ... 1 9 1  
Sketch and Xmas No. ... 1 12 2  
Sporting Times ... 0 10 6  
Truth or World ... 1 10 8  
Times (Weekly Edition) ... 0 12 7

FULL LIST (FREE) ON APPLICATION.

W. H. EVERETT & SON, SALISBURY SQUARE, LONDON, E.C.

(ESTABLISHED 1793.)

YUBARI AND SORACHI  
COALS.

HOKKAIDO TANKO TETSUDO  
KAISHA.

HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL ... ANNUAL OUT-  
YEN 12,000,000 ... PUT ... TONS.

PORTS OF EXPORT—  
OTARU AND MURORAN.

THE celebrated Yubari and Sorachi Coals are  
widely known as the best and most econ-  
omical Japanese Coals. The Coals can be ob-  
tained at Tokyo, Yokohama, Otaru, Muroran,  
Shanghai, Hongkong, and other principal ports.  
OFFICE: MINAMI IIDAMACHI, TOKYO.

Telegrams: "TANKO" TOKYO.  
HUGHES & HOUGH,  
Agents for Hongkong. [49]

INSURANCES.

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.  
The Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 16th May, 1892. [52]

AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

REUTER, BRÜCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [19]

SCOTTISH METROPOLITAN  
ASSURANCE CO.

The combined ACCIDENT and LIFE  
POLICY is the MOST ADVANTAGEOUS  
form of INSURANCE.

A yearly premium of £28 2s. (age 30) secures  
the following:—  
£2,000 in case of death by accident.  
£1,000 in case of natural death.  
£1,000 in case of permanent total disablement  
by accident.  
£8 per week in case of temporary disablement  
by accident.

Accidents insured against for £4 and £2 per  
annum (£1,000 in case of death, by weekly pay-  
ments in case of injury).  
For further Particulars apply to  
J. Y. V. VERNON,  
Agent.  
Hongkong, 8th June, 1896. [1774]

THE WESTERN ASSURANCE COM-  
PANY OF TORONTO, CANADA,  
INCORPORATED 1851.  
CAPITAL ... £410,000.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

Wm. MEYERINK & CO.,  
Agents.  
Hongkong, 18th May, 1900. [1512]

"LUNION"  
FIRE INSURANCE COMPANY, LD.  
(Established 1829).

THE Undersigned, having been appointed  
GENERAL AGENT for the above  
Company, is prepared to ACCEPT RISKS  
at current rates.  
Claims settled direct without reference to the  
Head Office.

A. R. MARTY,  
Agent.  
Hongkong, 1st August, 1900. [2118]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [27]

TRANSATLANTIC FIRE INSUR-  
ANCE COMPANY OF HAMBURG

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 16th November, 1872. [124]

SALAMANDER FIRE INSURANCE  
COMPANY.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

ROTH, JACOB & CO.  
Hongkong, 2nd April, 1900. [1022]

NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above  
Company are prepared to ACCEPT First  
Class Foreign and Chinese Risks at Current  
Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 29th May, 1895. [126]

NORTH BRITISH AND MERCAN-  
TILE INSURANCE COMPANY



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via Ports of Call.	BENGAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON via SUEZ CANAL.	PATROCLUS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 16th inst.
LONDON via SUEZ CANAL.	GLADSTONE	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 27th inst.
LONDON via SUEZ CANAL.	DOUGLAS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 30th inst.
LONDON via SUEZ CANAL.	DOUGLAS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On or about 1st Nov.
LONDON via SUEZ CANAL.	DOUGLAS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 13th Nov.
BRISBANE, via Ports of Call.	SACHSEN	Ger. str.	—	F. J. Cole	BUTTERFIELD & SWIRE	On 17th inst., at Noon.
MARSEILLES, &c. via Ports of Call.	CANDIA	Brit. str.	—	J. W. Wale	BUTTERFIELD & SWIRE	On 22nd inst., at 1 p.m.
MARSEILLES, &c. via Ports of Call.	TAMBA MARU	Jap. str.	—	F. J. Cole	BUTTERFIELD & SWIRE	On 19th inst., at Daylight.
MARSEILLES, LONDON & ANWERP, v. S. POKE, &c.	SANUKI MARU	Brit. str.	—	F. J. Cole	BUTTERFIELD & SWIRE	On 2nd Nov., at Daylight.
MARSEILLES, LONDON & ANWERP, v. S. POKE, &c.	SANUKI MARU	Brit. str.	—	F. J. Cole	BUTTERFIELD & SWIRE	On 27th inst., at Noon.
MARSEILLES, LONDON & ANWERP, v. S. POKE, &c.	SANUKI MARU	Brit. str.	—	F. J. Cole	BUTTERFIELD & SWIRE	On or about 20th inst.
HAVRE & HAMBURG	SANUKI MARU	Brit. str.	—	F. J. Cole	BUTTERFIELD & SWIRE	On or about 18th Nov.
HAVRE & HAMBURG	SANUKI MARU	Brit. str.	—	F. J. Cole	BUTTERFIELD & SWIRE	On or about 2nd Dec.
HAVRE & HAMBURG	SANUKI MARU	Brit. str.	—	F. J. Cole	BUTTERFIELD & SWIRE	On 18th inst., at Noon.
TRIESTE, &c. via Ports of Call.	ASTORIA	Ger. str.	—	Hildebrandt	BUTTERFIELD & SWIRE	On or about 16th inst.
NEW YORK via SUEZ CANAL.	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 24th inst.
NEW YORK via SUEZ CANAL.	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 27th inst., at 4 p.m.
VANCOUVER, via SHANGHAI &c.	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 16th inst.
VICTORIA, B.C., &c. via SHANGHAI &c.	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 20th inst.
VICTORIA, B.C., &c. via SHANGHAI &c.	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	To-morrow, at Noon.
PORTLAND, OREGON via SHANGHAI &c.	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 23rd inst.
SAN FRANCISCO via SHANGHAI &c.	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 30th inst.
SAN FRANCISCO via SHANGHAI &c.	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 30th Nov.
SAN FRANCISCO via SHANGHAI &c.	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 26th inst., at Daylight.
SAN FRANCISCO via SHANGHAI &c.	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 26th inst., at 4 p.m.
AUSTRALIAN PORTS	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 23rd inst.
AUSTRALIAN PORTS	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
AUSTRALIAN PORTS	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 4th Nov., at Daylight.
KOBE & YOKOHAMA	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On or about 12th inst.
NAGASAKI, KOBE & YOKOHAMA	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
MOJI, KOBE & YOKOHAMA	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On or about 26th inst.
SHANGHAI	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On or about 26th inst.
SHANGHAI	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 14th inst., at Daylight.
SHANGHAI & JAPAN	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 14th inst., at Daylight.
SHANGHAI	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 17th inst., at Daylight.
SWATOW, AMOY & TAIWANFOO	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 14th inst.
SWATOW, AMOY & TAIWANFOO	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
SWATOW, AMOY & TAIWANFOO	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 17th inst., at 5 p.m.
SWATOW, AMOY & TAIWANFOO	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 17th inst.
SWATOW, AMOY & TAIWANFOO	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 23rd Nov., at Noon.
SWATOW, AMOY & TAIWANFOO	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SWATOW, AMOY & TAIWANFOO	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	On 16th inst., at Noon.
POOCHOW via SWATOW & AMOY	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	
MANILA	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	
MANILA via AMOY	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	
MANILA	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	
MANILA	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	
HAIPHONG	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	
SINGAPORE, PENANG & CALCUTTA	EMPEROR OF CHINA	Brit. str.	—	M. J. Currow	BUTTERFIELD & SWIRE	

## SHIPPING.

**ARRIVALS.**  
Oct. 10, DECEIMA, German str., 924, Christensen, Wharf 8th October, Rice—SANDER, WINTER & CO.  
Oct. 11, LOONGSANG, British str., 1,092, G. S. Weigall, Manila 8th October, Hemp—JARDINE, MATHESON & CO.  
Oct. 11, HAIFONG, British str., 1,183, Roach, Foonchow, Amoy and Swatow 10th October, General—DOUGLAS LARPAK & CO.  
Oct. 11, HEBER, Norwegian str., 849, Jensen, Hongay 8th Oct., Coal—JARDINE, MATHESON & CO.  
Oct. 11, BENGAL, British str., 2,751, S. Barcham, Shanghai 9th Oct., Mails and General—P. & O. S. N. Co.  
Oct. 11, INDEPENDENT, German str., 871, Holtz, Sorabaya 30th Sept., Sugar—SANDER, WINTER & CO.  
Oct. 11, LYERMOON, German str., 1,238, G. Heusermann, Shanghai 8th Oct., General—SIEMSEN & CO.  
Oct. 11, MAIDZURU MARU, Jap. str., 667, Ogata, Tamsui, Amoy and Swatow 10th October, General—M. B. KAISHA.

## CLEARANCES.

At the Harbour Master's Office.  
11th October.  
Maria de Lavinaga, British str., for Manila.  
Formosa, British str., for Swatow.  
Manuel Laguna, Amr. ship, for New York.  
Hermes, Norw. str., for Canton.

## DEPARTURES.

Oct. 11, PHHO, French transport, for Taku.  
Oct. 11, CHASSELOUP LAUBAT, French cruiser, for Saigon.  
Oct. 11, WOODSUNG, British str., for Shanghai.  
Oct. 11, MARIA DE LARINAGA, British str., for New York.  
Oct. 11, FORMOSA, British str., for Swatow.  
Oct. 11, UELANA, British transport, for Taku.

## VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Monterey, Canton, Canton River, Adamastor, Evis J. Ray, Gwalior, COSMOPOLITAN DOCK.—Standfield, Suisang.

## SHIPPING REPORTS.

The British steamer *Loongsang*, from Manila 8th Oct., had light variable airs and calm, swell from the S.W. Approaching Hongkong N. to N.E. with weather overcast and hazy.  
The British steamer *Haitan*, from Foonchow, Amoy and Swatow 10th Oct., had strong N.E. monsoon, high following sun, fine and clear weather to Amoy. From Amoy to Swatow light to moderate N.E. monsoon, showery and hazy. Vessels in Foonchow—H.M.S. *Lizard*. In Amoy—H.M.S. *Isis*, *Sham*, one American gunboat and two Japanese cruisers. In Swatow—*Tatse*, *Hunan*, *Siam* and S.M.S. *Bussard*.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:  
Adaro, British str., McIntyre—East Asiatic Trading Co.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR HAIPHONG.

THE Company's Steamship

## "HAILONG."

Captain Bathurst, will be despatched for the above port TO-DAY, the 12th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LARPAK & CO., General Managers.  
Hongkong, 10th October, 1900. [2625]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

## "MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 14th inst., at DAYLIGHT. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 8th October, 1900. [15]

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL."

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 13th October, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 1st October, 1900. [1]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above on MONDAY, the 14th inst., at 4 p.m.

The Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 10th October, 1900. [2620]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG."

Captain Tadd, will be despatched as above on TUESDAY, the 13th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 10th October, 1900. [2621]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS."

Captain Dickens, will be despatched as above on TUESDAY, the 16th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th September, 1900. [2374]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG."

Captain Moore, will be despatched as above on WEDNESDAY, the 17th inst.

The attention of Passengers is directed to the Superior Accommodation, offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th October, 1900. [2596]

FOR PORTLAND, OREGON VIA JAPAN.

THE Company's Steamship

"MONMOUTHSHIRE."

will be despatched as above on the 20th inst.

For Freight and Passage, apply to T. M. STEVENS & CO., Agents.

Hongkong, 3rd October, 1900. [2570]

## HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, THIRIST, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS.

ASTORIA

Capt. Hildebrandt

NEW YORK VIA SUEZ CANAL

On 15th October.

Freight.

BAMBERG

Capt. Jacobs

HAVRE & HAMBURG

(London with transshipment in Hamburg)

On 20th October.

Freight and

SARNIA

Capt. Schaeffe

HAVRE & HAMBURG

(London with transshipment in Hamburg)

About 2nd November.

Passage.

SUEVIA

Capt. Furek

HAVRE & HAMBURG

(London with transshipment in Hamburg)

About 18th November.

Freight.

AMBRIA

Capt. A. Wagner

HAVRE & HAMBURG

(London with transshipment in Hamburg)

About 2nd December.

Freight.

Stewards.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,

AGENTS.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [13]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY.

Speed.

PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900

"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900

"EMPEROR OF JAPAN" Comdr. H. Pylas, R.N.R. WEDNESDAY, 19th Dec., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the Japan-YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 29th September, 1900. [9]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR

SHANGHAI

TO SAIL ON

REMARKS.

CHUSAN

C. D. Bennett, R.N.R.

Oct.

12th

Freight or Passage.



## VESSELS ON THE BERTH

U.S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP COMPANY.  
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.  
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.  
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at NOON.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 13th October, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th September, 1900. [3]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.  
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.  
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at NOON.  
CORTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at NOON.  
GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at NOON.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 23rd October, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 28th September, 1900. [4]

## VESSELS ON THE BERTH

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.  
(HAMBURG-AMERICA LINE'S HAMBURG.)  
FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship  
"ASTORIA."  
Capt. Hildebrandt, will be despatched for the above port on or about 16th October.  
For Freight, apply to  
CARLOWITZ & CO., Agents.  
Hongkong, 31st August, 1900. [2317]

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR SWATOW, AMOY, AND TAIWANPOO.

THE Company's Steamship  
"ANPING MARU."  
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 17th inst., at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 3rd October, 1900. [1443]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, ROME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS, SOUTH AMERICA, KENYA SEA, BLACK SEA, ADRIATIC PORTS.)  
THE Company's Steamship  
"MARQUIS BACQUEHEM."  
Captain A. Billefer, will be despatched as above on THURSDAY, the 18th inst. P.M., instead of as previously advertised.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & Co., Agents.  
Hongkong, 12th October, 1900. [2394]

COMPAGNIE DES MESSEAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 22nd October, 1900, at 1 P.M. the Company's Steamship "LAOS," Captain Flamin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call WITHOUT SHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 21st October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.  
Hongkong, 9th October, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR KOBE.

THE Company's Steamship  
"CHANGSHA."  
Captain Moore, will be despatched as above on TUESDAY, the 23rd October.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 5th October, 1900. [2385]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"GUTHRIE."  
Captain McArthur, will be despatched for the above ports on FRIDAY, the 26th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 5th October, 1900. [2393]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship  
"CHANGSHA."  
Captain Moore, will be despatched as above on MONDAY, the 12th November, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 5th October, 1900. [2388]

## VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR FOCHOOW VIA SWATOW AND AMOY.

THE Company's Steamship  
"AKASHI MARU."  
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 24th inst.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 11th October, 1900. [2524]

TOYO KISEN KAISHA.  
TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.  
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.  
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

THE Twin-Screw Steamship  
"NIPPON MARU"  
will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 30th October, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th October, 1900. [5]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.  
IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.  
S.S. "CARLISLE CITY" On 20th Oct. 3,002 Tons.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA INLAND SEA OF JAPAN, YOKOHAMA, AND HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, China and Japan.  
Hongkong, 5th October, 1900. [14]

NATAL LINE OF STEAMERS.  
THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with CHINA, SINGAPORE, NAGASAKI, and YOKOHAMA.

For Freight and further particulars, apply to  
DODWELL & CO., LIMITED, General Agents for China and Japan.  
Hongkong, 4th August, 1900.

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.  
FOR MANILA.

THE Company's Steamship  
"CHANGSHA."  
Captain Moore, will be despatched as above on MONDAY, the 23rd November, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 5th October, 1900. [2587]

NOTICES TO CONSIGNEES.  
NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.  
FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamship  
"AWA MARU."  
having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-MORROW.

Goods not cleared by the 15th instant will be subject to rent.

No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 15th instant, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA, Agents.  
Hongkong, 8th October, 1900. [2518]

NORTHERN PACIFIC STEAMSHIP COMPANY.  
NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA."  
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.  
Hongkong, 8th October, 1900. [10]

NAVIGAZIONE GENERALE ITALIANA (FIORIO AND RUBATTINO UNITED COMPANIES).  
NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.  
THE Steamship  
"BORMIDA"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ & CO., Agents.  
Hongkong, 8th October, 1900. [7]

STEAMSHIP "SYDNEY."  
COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.  
CONSIGNEES of Cargo from London and Havre ex S. Doure and from Bordeaux ex S. Ville de Strasbourg, in connection with above Steamer, are hereby informed that their goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY (SUNDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 15th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent to me on or before the 15th instant, or they will not be recognized.

All damaged packages must be examined on MONDAY, the 15th instant, at 3 P.M. No Fire Insurance has been effected.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 7th October, 1900. [2]

HONGKONG STEAMERS.  
Adair, British steamer, 2,145, McIntyre, Oct. 3, Admiralty.  
Agamemnon, British str., 4,461, Nish, Oct. 4.  
Albion, British steamer, 698, Curdiss, Oct. 7.  
Bengal, British str., 2,751, Barclay, Oct. 11.  
Canton, British str., 1,101, Lawrence, Sept. 13.  
China, German steamer, 1,113, Voss, Oct. 8.  
China, American str., 3,187, Seabury, Oct. 6.  
Decima, German str., 794, Christiansen, Oct. 10.  
Sander, British str., 1,163, Bruhn, Oct. 9.  
Elita, Russian, German str., 1,163, Bruhn, Oct. 9.  
Butterfield & Swire, Empress of China, British str., 3,003, Archibald, Oct. 2.  
C. P. E. Co. Empress, British str., 2,069, Chaplin, Oct. 1.  
Butterfield & Swire, Etruria, British steamer, 1,049, Hay, Oct. 8.  
Jardine, Matheson & Co. Halling, British str., 783, Bathurst, Oct. 10.  
Douglas, Laprak & Co.

Herman, Norwegian str., 849, Jensen, Oct. 11.  
Jardine, Matheson & Co. Hongkong, French str., 892, Pannier, Oct. 10.  
A. R. Marty Independent, German str., 871, Holtz, Oct. 11.  
Sander, British str., 1,080, Weigall, Oct. 11.  
Lyceum, Ger. str., 1,238, Heusermann, Oct. 11.  
Siemens & Co. Maitland, Mar. Jap. str., 667, Ogata, Oct. 11.  
M. B. Kaisha Mongkut, German str., 859, Muller, Oct. 10.  
Butterfield & Swire Obi, British steamer, 1,951, Pinkham, Oct. 1.  
Doddwell & Co. Limited Onang, British steamer, 1,787, Young, Oct. 3.  
Jardine, Matheson & Co. Phranang, German str., 1,021, Calder, Oct. 7.  
Malchers & Co. Sabine, British str., 690, Nashet, Oct. 4.  
Arnold, Karberg & Co. Suisang, British steamer, 1,776, Tadd, Oct. 6.  
Jardine, Matheson & Co. Taiwan, Mar. Jap. str., 1,452, Yoshihara, Oct. 4.  
Nippon Yusen Kaisha Thales, British str., 820, Robson, Oct. 10.  
Douglas, Laprak & Co. Victoria, American str., 2,112, Panten, Oct. 8.  
Doddwell & Co. Limited Yohime, Mar. Jap. str., 2,236, Numamikawa, Oct. 9.  
Japanese SAILING VESSELS.

Benjamin, Sallow, American ship, 1,345, Sewall, Sept. 23, Order.  
Bitten, British str., 399, Askin, Aug. 23.  
Siemens & Co. Castle Rock, British bark, 1,787, Jones, Oct. 5.  
Carlowitz & Co. E. J. Ray, American bark, 956, Kasten, Sept. 30, Order.  
Hamburg, British ship, 1,649, Caldwell, Aug. 30.  
Standard Oil Co. Manuel, American ship, 1,650, Small, Aug. 6.  
Standard Oil Co. Mary L. Cushing, Amr. ship, 1,575, Poudleton, Oct. 7.  
Standard Oil Co. President, British bark, 750, Munro, Aug. 24.  
Siemens & Co. Paschal, American bark, 2,000, Allen, Oct. 6, Order.  
Qason, Margaret, British bark, 1,900, Logie, Oct. 2.  
Standard Oil Co. Saracac, Amr. bark, 858, Bartaly, Aug. 15.  
Standard Oil Co. Sierra Cordora, British ship, 1,335, Fraser, Oct. 4, Order.  
Stanfield, British bark, 562, Wilson, June 22, Order.  
State of Maine, Amr. ship, 1,446, Colcord, Oct. 5.  
Standard Oil Co. Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Odham, at Wuhu.  
Swift, gun-boat, 750 tons, 6 guns, 370 h.p., in reserve, at Hongkong.  
Tamar, receiving ship, 4,800 tons, 6 guns, Comdr. Francis Powell, C.B., at Hongkong.  
Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei.  
Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in Reserve, at Hongkong.  
Undaunted, armoured cruiser, 5,600 tons, 12 guns, 6,500 h.p., Capt. A. C. Clarke, at Shanghai.  
Wallace, cruiser, 2,400 tons, 8 guns, Capt. Noel, at Kinkang.

Waterwitch, surveying ship, 629 tons, 450 h.p., Lieut. Comdr. W. O. Lyne, at Shanghai.  
Whiting, torpedo-boat destroyer, 360 tons, 5,900 h.p., Lieut. and Comdr. Mackenzie, Shanghai.

Wivern, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. and Comdr. H. W. E. Watson, on Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, on Yangtze.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, at Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. K. H. Johnston Stewart, at Taku.

Arctura, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, at Shanghai.

Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Hongkong.

Aurora, cruiser, 5,000 tons, 12 guns, 5,500 h.p., Capt. E. H. Bayly, at Weihaiwei.

Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrender, at Taku.

Bombardier, cruiser, 4,300 tons, 18 guns, 9,000 h.p., Capt. J. G. Sallow, at Shanghai.

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. Wray, Bart., at Singapore.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Philip Walter, at Canton.

Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, at Wosung.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. W. W. Ingham, at Wuhu.

Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,900 h.p., Capt. F. E. Tildard, at Shanghai.

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.

Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. and Comdr. C. Chadwick, at Hankow.

Fame, torpedo-boat destroyer, 380 tons, 8 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, at Shanghai.

Firedard, gunboat, 455 tons, 4 guns, 860 h.p., in reserve, at Hongkong.

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p







